David Edwards opened the meeting at 6:02 p.m. and welcomed members of the public. No errors or omissions were noted from the notes of the previous meeting.

Summer construction overview, presented by John Lostra, TriMet East Segment Resident Engineer

John Lostra described construction progress on the entire line through a series of recent aerial photographs. Highlights included:

- SW Lincoln Street Street and sidewalks completed; track installation in final stages; track crossing of SW Fifth Avenue and station construction starting soon.
- Harbor structure. Substructure completed; decks in progress; track installation begins in June.
• South Waterfront. Soil compaction and settlement is complete; contractor is removing excess gravel.
• PMLR Transit Bridge. East tower and pier table are complete; deck segments are starting to be built and will take shape in the next six months.
• OMSI district. contractor has started building retaining walls; Greenway trail is detoured onto Water Avenue between Clay and Caruthers streets; construction of unique interlocking crossing of freight train tracks complete; construction to tie in with Portland Streetcar is under way.
• SE Portland. Contractor preparing streets, sidewalks and curbs in advance of new track crossings at SE 8th, 11th and 12th avenues; construction of crossings starts in July; contractor and Union Pacific Rail Road are coordinating closely.
• SE 17th Avenue. Building demolitions complete.
• McLoughlin Boulevard alignment. Deep sewer work underway; retaining walls are being built for the trackway.
• Tacoma bridge. Structure construction mostly complete; next is track installation.
• Downtown Milwaukie. Contractor building walls and installing utilities. Track crossings will require road closures for one to two weeks each.
• Kellogg structure. Contractor casting concrete and building forms for the deck. Bridge to span McLoughlin Boulevard is being fabricated. Installation will require a weekend closure of McLoughlin Boulevard.
• TriMet, ODOT and City of Milwaukie are coordinating closely to choose schedule track crossings and McLoughlin closure.

Claudia Steinberg shared a draft of a map showing road closure locations and dates. Construction in Milwaukie is only allowed from 7 a.m. to 7 p.m. on weekdays and 8 a.m. to 5 p.m. on weekends. Crossings require installation of three sets of tracks, re-grading of streets and paving. This will involve a lot of work and mean extensive community outreach. TriMet hired Maureen Kenney to help with one-to-one outreach to residents and businesses during the summer.

QUESTIONS

Barbara Andersen: Where will you divert traffic when McLoughlin is closed?
Claudia Steinberg: ODOT will send traffic to Highway 224 and I-205 from 10 p.m. Friday night to 5 a.m. Monday.

Fred Nelligan: For residents near SE Oatfield Road, we’d like to see reader boards for people driving north that alerts them to the closure before they leave Gladstone. So last resort will be people driving over River Road on Oak Grove Boulevard or across Park Avenue to Oak Grove. There is lot of concern about the slow curves on Oatfield. For that weekend, there should be professional flaggers at non-signaled intersections to keep traffic flowing.
Other CAC members agreed with the need for careful planning of traffic closures and detours.
Claudia Steinberg: These are good comments. We want to hear more for our traffic control meeting.
Stacy Bluhm: We are looking at flagging Park Avenue and altering the signals at signaled intersections.
John Lostra: A combination of public outreach and multiple reader boards in advance is a good idea. Perhaps a good idea would be signs at I-205 and Powell Boulevard at the Ross Island Bridge.

David Edwards: I would echo the request for a flagger at Park. When will the closure occur?
John Lostra: ODOT is currently targeting either the weekend of August 10 or August 17, pending confirmation of the delivery of the steel girders. Otherwise, it would occur in September. By the first of July we’ll know for sure which weekend.
Jennifer Koozer: Jennifer discussed upcoming traffic detours, including the closure of Powell Boulevard between SE 13th and 21st avenues this coming weekend, May 17-20.

Coral Egnew: Construction of rail crossings at SE 8th, 11th and 12th avenues will occur from July 15-Aug. 5, with full road closures, and much of the work taking place 24 hours a day. Extensive construction is already taking place in preparation. We are coordinating closely with our partners on routing detours, sharing information and doing extensive outreach to neighbors and area businesses. A lot of thought went into how to divert pedestrians and bicyclists. However, it’s a tough area to navigate around, and we are working with limited options.

Valerie Chapman expressed concern about safety and lack of lighting for pedestrians.
John Lostra: Maybe we could get the city to look at street lighting in the area. Perhaps temporary or permanent lighting can be added.
Coral Egnew: Maybe we can have the on-site security contractor incorporate this into their rounds.

Valerie Chapman: Before your maps are finalized, we would like to look at them and provide feedback.

Possibilities Project Update, presented by Tad Savinar, Urban Design Consultant
Bob Hastings introduced Tad Savinar. Tad was hired to look for ways outside of construction to enhance the project’s community benefits. Tad’s “Possibilities Project” focuses on low- or no-cost creative ideas for catalyzing additional improvements along the PMLR corridor. He brought together 36 diverse professionals from a variety disciplines, business types and backgrounds to consult and advise him. The Possibilities Project has three objectives. Improvements must be: (1) funded by existing programs, (2) under construction or completed by PMLR ribbon cutting, and (3) achievable within existing market conditions.
The project’s first assignment was to write urban design guidelines for the PMLR project. The guidelines covered a broad range of issues, including station design, landscaping, bridges, using recycled materials and more.

The second assignment was to look for project leverage opportunities. Examples under way:

- **Gideon Street incubators.** A narrow parcel adjacent to the light rail tracks – only 16 feet wide – was originally planned as a landscaped stormwater treatment area. With a goal of bringing more activity to the station area, the team worked with various city agencies to understand what kind of development was feasible in this space. TriMet subsequently issued a request for qualifications for developers and a developer is now interested in creating business incubators made from recycled shipping containers.

- **Enhancing Milwaukie livability.** The team is working hand-in-hand with the city to leverage its planning and development efforts. Work included commissioning Jon Kellogg to develop a white paper on Main Street retail opportunities. Another effort was looking at the connection on SE Adams Street between 21st Avenue and Main Street. Ultimately, the city liked the idea so much it got a $450,000 Metro grant to transform the street into a pedestrian-scale promenade.

- **SE 17th Avenue, Brooklyn neighborhood.** The team looked at development feasibility on TriMet-owned properties. One concept involves developing housing instead of parking on the Boise to Mall site. Another concept is finding the best use of the former Advantis Credit Union site.

- **Brooklyn neighborhood pedestrian enhancements.** The project inventoried every curb cut and street tree between SE Milwaukie Boulevard and SE 17th Avenue, looking at how to improve the pedestrian experience access between the neighborhood and the light rail stations. The city has agreed to build curb-ramp improvements earlier than originally planned.

- **Rhine Green Street.** We worked with the city to add three new stormwater treatment features on Rhine Street, which connects with the light rail station. As part of a separate sewer project, the Portland Bureau of Environmental Services had planned one stormwater feature on Rhine Street, but is now exploring funding for three more stormwater treatment facilities for this street. The new features will make Rhine Street greener and may help to slow traffic.

- **Lafayette pedestrian bridge.** We are exploring funding through the City of Portland Green Streets program to improve the pedestrian experience on the east side of the bridge between Fred Meyer headquarters and the tracks.

- **OMSI district.** A Portland State University group is studying potential partnerships to create a district identity.
• Milwaukee Station. We are studying private development opportunities in the station area. TriMet and Milwaukee have designated the triangle site (formed by the light rail alignment, 21st Ave and Lake Road) for future development. We are studying low-cost ideas that could animate that space in the near term as a community amenity.

QUESTIONS

Catherine Goode: For the Rhine Street station and Lafayette Street pedestrian bridge, are you also considering how to encourage ridership by Cleveland High School students?
Tad Savinar: Absolutely. The key is to make it a safe, secure and pleasurable experience for everybody.

Arnold Panitch: I’ve heard nothing for two years around this table about the Milwaukie High School kids. We need to get Milwaukie kids on the light rail from day one for free and make them public transit riders for life. I’d like to see them get free passes like Portland students do. I challenge you.

Susan Pearce: I have the same issue as the Cleveland High students: will it be easier to get to light rail by crossing the signal at SE 26th Avenue and cut through the Fred Meyer property to the Lafayette pedestrian bridge, or walk to the Clinton station?
Tad Savinar: I think we can improve the walk to the Lafayette pedestrian bridge if we can get funding.

Fred Nelligan: I presume you guys didn’t address the immediate area around Park Avenue?
Tad Savinar: Kathryn Krygier will address that. The neighborhood came up with the Nature in the Neighborhood plan. There is a huge opportunity there.

Transit-oriented Development Program Update, presented by Kathryn Krygier, TriMet TOD Program Manager

Kathryn introduced herself and Jay Higgins. They work to create higher-density uses on TriMet property, with goals of encouraging non-automobile transportation as much as possible. We have the land but do not build development projects. So we promote public-private partnerships. Our largest public partner is the Federal Transit Administration (FTA) so we are subject to their rules for property redevelopment.

Most of the properties we work with are acquired for project construction staging. Once the staging need is completed, we look for other uses for that property. Other properties are remnants and are often small. We look at other uses besides landscaping.

Sites we’re working with include:

• Lincoln Station. PSU owns a three-acre, underdeveloped property near the station. It may want to develop the site. It is conducting a market study and strategic development plan for the site. They just received professional services proposals and will select a consultant next week. After that work is complete, we may issue a request
for proposals or qualifications to solicit developers for the former Budget Rent-a-Car site and/or we may partner with PSU on that.

- **Clinton/SE 12th Ave. Station.** This is a very challenging, narrow site abutting the light rail tracks. We have selected a developer through a request for qualifications process, ReWorks, Inc. They have proposed a business incubator/industrial office using stacked, recycled cargo containers. The containers can be fashioned into multi-story structures with doors, windows, stairs and elevators. We're now working with changes to make sure it's safe and compatible with the light rail line. We would sell our property to the developer, and the developer would lease the offices. The sale is a disposition and development agreement, which usually regulates the use of the property for at least 30 years.

- **Pershing Site near SE 17th Avenue and Rhine Street Station.** This is currently a construction staging area that had been planned to be landscaped after project completion. The Brooklyn Action Corps neighborhood association (BAC), which already operates one community garden, is interested in creating another community garden here with a focus on providing gardens for people with disabilities. We are working hard to see if we can make this happen. Environmental and financial studies are underway, and this summer we'll confirm whether it's a viable option and negotiate terms with BAC. We would likely license the property, a step that does not require formal FTA review.

- **Advantis Credit Union site (SE 17th & Rhone).** This site is larger than many of the others and presents a good development opportunity. We will probably issue a request for proposals next fall or winter.

- **Boise to Mall site (SE 17th Avenue/Holgate Boulevard station).** A neighborhood evaluation committee chose one of four proposals based on a request for qualifications released in January. This developer proposes 36 apartments and 2,000 square feet of commercial space. Three upcoming public meetings will allow the developer to present the project, answer questions and get feedback from neighbors before starting the permit process.

- **SE Holgate Boulevard and 17th Avenue.** We have high expectations for a mixed commercial-residential development here. A challenge is that the site is too small to create enough parking for commercial development.

- **Milwaukie Main Street station.** The earlier plan for a station building adjacent to the light rail platform wasn't financially feasible. This is on hold until we can work with the City of Milwaukie to find a more viable development.

- **Sparrow site (near Park Avenue station).** Our next step will be to acquire this site and work with Milwaukie to understand the best uses.
• SE Park Avenue Station Park & Ride garage. We have minimized the footprint of the garage. There is no development planned yet.

Roundtable

Catherine Goode: I am glad to see Arnie Panitch here today. It seemed ironic that we’re having a mass transit meeting and Arnie can’t get here on mass transit. I have considered suggesting we move the meeting because of this. There are many issues in Portland with parking. We may need to tread lightly on SE 17th Ave because that neighborhood is already packed with cars.

Fred Nelligan: One, I’m looking forward to interactions between the community, Clackamas County and ODOT to work out solutions for the McLoughlin Boulevard detour during the Kellogg girder placement. Two, the Park Avenue Park & Ride selection committee selected a contractor two weeks ago, subject to TriMet board approval. Whoever wins the contract, I hope the best elements of the proposals can be incorporated into the final plan – I was particularly impressed with the external treatments on the structure under one of the plans. Three, I attended an Oregon rail passenger committee meeting recently. In attendance were people from Milwaukie, Oregon City and West Linn. I found it interesting that, in discussing passenger rail realignments, all in attendance favored a hypothetical question I raised: Would you like to see Amtrak tied to the MAX line? Would you like to have MAX come down McLoughlin Boulevard and tie in to the Amtrak? All said yes. Coming from Clackamas County, it was a breath of fresh air.

Arnold Panitch: I was upset when I saw on television news a gentleman and his daughter trying to envision how she would roll her wheelchair up to the Bybee station. I really want TriMet to serve that kind of customer. Make sure the vulnerable are among our riders.

Valerie Chapman: How long will the Trolley Trail closure last? I would advocate for as short a time as possible because we’re in the middle of the biking and walking season.

David Edwards: Cindy Miguel asked me to say that TriMet is conducting additional sound studies for some Island Station neighbors. She also said neighbors are very interested in potential upgrades and revisions of the landscaping plan around the Trolley Trail and west of the alignment in the neighborhood as mitigation for the loss of trees. They will respond to reports given at the neighborhood association meeting and at the Milwaukie monthly meeting on May 20. Concerns include canopy, tree size and species variety.

Susan Pearce: One, I continue to advocate for my constituents for the pedestrian-bike bridge from the Hosford-Abernethy neighborhood to the Clinton station when long Union Pacific trains stop or go slow. I hear about that at every HAND meeting. Two, a remark about the number of street closures not only from TriMet, but other projects as well as running races. Three, I extend an invitation to attend the meeting at Oregon Rail Heritage Center on June 3.
Greg Hemer: One, a suggestion to divert boat-trailer traffic during the McLoughlin Boulevard closure. Two, check out the rail car development at Johnson Creek and Stanley. Three, the Adams Street project in Milwaukie is a fine piece of art and planning. Correction: only the landscaping and pathway have been approved. Four, if you’re doing a project in the name of helping the environment, we have open areas that are perfect places for solar and green roofs. I will speak to Milwaukie City Council to encourage the Milwaukie schools. Five, as we look at partnerships with ODOT, cities and UPRR, please do not sacrifice livability and business in the name of doing everything at once simply because it’s more efficient. Remember that’s their livelihood and living space. Include them in your decisions.

Barbara Andersen: When are we going see the Park Avenue structure designs? I will be excited to see what’s happening there. Could we hear something in the July presentation?
Claudia Steinberg: Yes. It will be presented to the TriMet board this month.

Barbara Andersen: Portland students get free TriMet passes?
Claudia Steinberg: Portland Public Schools don’t provide school buses for high school students. There is a student pass program that is a partnership between TriMet, City of Portland and Portland Public Schools that is on a year-to-year basis because it is expensive.

Fred Nelligan: There are interesting possibilities for creating mass-transit riders, as Arnie suggested. We have Oregon Iron Works in Clackamas County. It could be a public-private thing that is initiated for a few months when the line opens. It’s a great idea to educate people about rail transport.

Arnold Panitch: Let’s start talking about the social uses of changing behavior. Let’s get these freshman involved in September 2015.

Fred Nelligan: I would like to suggest a topic for the July meeting: contingency funding status and add-backs from recalibration.
Ann Becklund: It may be a very short story at this point. There isn’t substantial completion, so there isn’t a change at this point.

David Edwards: A reminder about the June 3 meeting at ORHC, from 3-5 p.m., and the tour of the PMLR alignment, 6-8 p.m., June 20, starting here. Please RSVP Jennifer if you plan to attend.

Public Comment
No public comment.

David Edwards adjourned the meeting at 8:15 p.m.
Next PMLR CAC meeting: Thursday, July 18, 2013, 6–8 p.m.
PMLR East Field Office, 2300 SE Beta St., Milwaukie, OR 97222